

Maui News
PUBLISHED EVERY SATURDAY
OFFICE, BAILEY BLOCK, MAIN ST.
WAILUKU, MAUI, T. H.
SUBSCRIPTION RATES
One year, (in advance) \$2.50
Six months, " 1.50
The columns of the News admit communications on pertinent topics. Write only on one side of paper. Sign your name which will be held confidential if desired.
G. B. ROBERTSON, Ed. and Prop.
C. L. CLEMENT, Bus. Mgr.
Saturday August 13

MAUI BLUE BOOK

Hon. A. N. Kopolahi, Circuit Judge,	Wailuku
Edmund H. Hart, Clerk Circuit Court,	Wailuku
Judge W. A. McKay, Dist. Magistrate,	Wailuku
Chas. Copp,	Makawao
Kabunilolo,	Lahaina
Konaka,	Honouliuli
J. Kaima,	Hana
Pilman,	Kipahulu
McCorriston,	Molokai
Kahoonianala,	Lanai
L. M. Baldwin, Sheriff,	Wailuku
W. E. Saffery, Deputy Sheriff,	Wailuku
Edgar Morton,	Makawao
R. J. Hosi,	Lahaina
P. Wittrock,	Hana
H. R. Hitchcock,	Kipahulu
Levi Joseph,	Kipahulu
H. Iwiona,	Wailuku
G. K. Kowabaku,	Makawao
H. K. Kalpo,	Lahaina
J. H. Wilmington,	Hana
W. T. Robinson, Tax Assessor,	Kalaupapa
J. N. K. Keola, Deputy Assessor,	Wailuku
George Copp,	Pala
G. Ham,	Lanai
M. H. Reuter,	Hana

TO JOIN TWO HAWAII BY NEW COUNTY ROAD
Plan to Construct Road Between Mauna Loa and Mauna Kea.
R. A. LYMAN POINTS WAY.
Was a Favorite Scheme of Kamehameha Fifth--Distance Would be Shortened--Trip Could be Made in a Day.
The movement to create one county, instead of two, on this island is growing in strength. Even the people of West Hawaii will favor the idea provided they can be assured of better means of transportation than they have now. It has already been suggested that the distance between Hilo and Kailua can be shortened one half by the construction of a county road that will bisect the island.
R. A. Lyman Sr., than whom no one in this section of the country is better posted has suggested that a road be built between the two mountains continuing the Kaunama road and tapping the Humuula Sheep Station and continuing on to Kailua. By this means an enormous area of land would be opened up for settlement and Hilo would become the distributing point for much of the product of the island. In olden times the natives of Hilo would leave here in the morning and carry fish to the king at Kailua reaching there by night time. In this way the king was assured of fresh fish every day in the year when the weather would permit the fishermen to go outside. It is suggested that this same trail be followed as there is an abundance of good water along the line at frequent intervals.
The cost of the enterprise would be considerable but it would be fully made up by the increased value of the lands. It would mean that Hawaii could offer inducements to settlers to come here from the mainland and take up land. A portion of the land is adapted to the cultivation of cereals and fruits of all kinds and there are spots that are suitable for cattlemen who may desire to locate here and take up the government land that will be thrown open by the construction of the road. Mr. Lyman, in speaking of the project, said:
"It is a good many years since I have been over the trails and wagon road along the route of the proposed new road. I know the plan is feasible and that the distance would be so lessened that it would be a mere nothing to take the trip from Hilo to Kailua. There are places along the line where water could be caught and stored in iron or wooden tanks so that there would be no trouble on that score. At present there are stretches of wagon roads for part of the distance, so that new roads would not have to be built all of the way.
"There are two routes," said Mr. Lyman "one by the way of Pihonua and the other by the way of Kaunama, but I think the latter is the best for the other would pass through a koa forest and the amount of mud there is something alarming. Of course there would be something in selling the koa by way of compensation. The route by the way of Kaunama is almost straight as far as Kalaieha, and from that point there is a wagon road to Waimea. A short distance beyond begins what is known as Umi's trail which runs on nearly to the Judd road, which goes from this side of the Ahua Umi Helau to Holoaloe. The Judd road is a bad grade and it would rest with the surveyors whether it would be followed or an entirely new road built. There are stretches along the a-a where a very comfortable trail has been built and over which Mr. Shipman has, I think, driven his cattle.
"Kamehameha Fifth wanted a road built over this course and it would have been done had it not been for one of his ministers. He knew that it

It should be a source of deep regret to Maui, if Senator H. P. Baldwin persists in his expressed intention to retire permanently from active politics. True, we have some bright and able young men, but none who possess the broad experience and perfect tact of Senator Baldwin, in those matters where the right thing to do is clouded by many uncertainties. It has become proverbial that when crises in Island affairs have confronted us, it is to Senator Baldwin that the legislature and the Government authorities have often been indebted for conservative lines of compromise which have allayed clashes and tended to promote harmony. Like Cincinnatus Senator Baldwin may lay aside the toga and turn to the plow, but the chances are that he will again be called to public life.

It is no less good politics than it is good policy for the Territorial Republican Convention to be held at Hilo this year. Ambitious Wailuku has been sighing for that honor, still Hilo is better entitled to it for the reason that she "spoke first," and for the further reason that Maui in general and Wailuku in particular are not entirely covered with glory in the eyes of staunch republicans on account of our last local election, but it is now reasonably sure that Maui will go solid republican this fall, and if we redeem ourselves at the November election, Wailuku will certainly claim the convention next year.

Sugar at four cents is the corner-stone of prosperity for the Islands, and as the day of speculative booms has passed away, a steady upward growth now awaits us. It may and should come slowly, but it will come. But solidity in the sugar market is not all we need. Hand in hand with our big industry we should redouble our efforts to develop minor industries. Schemes should be devised whereby lines of passenger steamers should be run to the Islands with materially lower rates, and then renewed energy should be devoted to reviving tourist travel. All this is needed for our full development.

The invitation from the Secretary of the Interior through Acting Governor Atkinson for statements of appropriations considered most necessary for the Islands has met a ready response. Maui, Hawaii and Oahu have formulated resolutions and petitions for about everything in sight, but Kuhio is perhaps right in suggesting that our prayers be limited to four or five leading objects, such as the returning of money spent by the Territory for Federal Government work, the deepening of Honolulu Harbor, a breakwater for Hilo, cure for leprosy and attention to our labor needs.

Maui received an object lesson last week and another this week on the proposition of raising wheat hay for the market in the Makawao District. Hay from the coast costs from \$30 to \$40 a ton, consequently fresh, sweet hay raised on Maui commands a good price. Mr. E. H. Bailey of Makawao, taking advantage of this fact is raising a first class article of wheat hay and shipping it to the Wailuku market where it finds ready sale. Other farmers in the Makawao and Kula districts should take advantage of Mr. Bailey's example, and thus keep much money at home which is now sent to the coast for no better hay than can be produced on Maui.

No town passing through the tail end of a boom feels particularly proud of itself, and also much resembles a moulting "poultry." San Francisco, Seattle, and Los Angeles each passed through a like experience, but are each flourishing today. Honolulu and Hilo are in the doldrums of an exploded boom, and yet for each a bright future is ahead although some will go down in the struggle, before the new and solid growth begins. The brave and strong men of Honolulu and Hilo will survive and live to see their towns shortly begin a building up process.

It is all bosh about the territory not having power under the organic act to frame a county bill which would authorize the people of each county to elect their own Boards of Supervisors, and the only appointing power reserved to the governor relates solely to territorial boards. But for all that the opinion is growing steadily that for some years at least it would be wiser to allow the governor to appoint our Boards of Supervisors, which certainly would be an improvement on the home rule aggregation which collared Maui at the last election.

What has become of the 600,000 men which Russia was reported to have mobilized recently for use in Manchuria? If Russia should succeed in placing any such force east of Lake Baikal, and should bring her entire available Baltic fleet, recruited by Cronstadt vessels to Manchurian waters, Japan would find new difficulties to encounter. Russia has apparently displayed much apathy so far, but the war will end only with the announcement that Russia has ceased to reinforce of her land and naval forces in the far east.

A correspondent of the News pertinently asks why the Islands should not have established at least a free port or sugar stall at the St. Louis Fair, on the lines of the free coffee service rendered in connection with the Brazilian coffee display. To answer this question would be to admit the shameful omission of Hawaii to make any display whatever at the St. Louis Fair, which was a golden chance lost to the Islands.

It is said that a rough plan of this road is being prepared with a view to presenting it to the legislature when that body convenes. The movement has the backing of the Young Men's Republican Club, that body favoring the single county idea. —Hawaii Herald.

Mr. E. Palmer of Lihue Road Board has been experimenting with crude oil on our roads. Six barrels of oil were applied to the government road on the Kapaa Flats between the four and five miles post, on July 18th and 19th, and the dust was removed from a piece of road where dust was three inches deep and then an application of oil was given a stretch 127 feet long and 12 feet wide. Then the dust removed was evenly distributed over the oiled piece of road. Then one more coat of oil was applied. The oil was put on cold and was readily absorbed by the dusty piece of road, as well as by a small piece of hard road. The hard road to which the oil was applied is very little cut up by travel, and no dust has yet appeared on it, it being as smooth and hard as asphalt. This proves that it is not necessary to put heated oil on the road in order that it may be absorbed. Still, Mr. Palmer believes the best manner of application would be to apply the oil when the road is hard and packed from rain, and allow no traffic on the oiled road for three or four days. Applying the oil to dusty road is more expensive because it takes a great deal more oil to lay the dust and make it pack. As fast as more oil can be gotten it will be applied to our roads, and it is hoped the Acting Governor will lend his ears to our earnest petitions, as we are worse off for dust than any other community on the island. —Garden Island

It is a good many years since I have been over the trails and wagon road along the route of the proposed new road. I know the plan is feasible and that the distance would be so lessened that it would be a mere nothing to take the trip from Hilo to Kailua. There are places along the line where water could be caught and stored in iron or wooden tanks so that there would be no trouble on that score. At present there are stretches of wagon roads for part of the distance, so that new roads would not have to be built all of the way.

There are two routes," said Mr. Lyman "one by the way of Pihonua and the other by the way of Kaunama, but I think the latter is the best for the other would pass through a koa forest and the amount of mud there is something alarming. Of course there would be something in selling the koa by way of compensation. The route by the way of Kaunama is almost straight as far as Kalaieha, and from that point there is a wagon road to Waimea. A short distance beyond begins what is known as Umi's trail which runs on nearly to the Judd road, which goes from this side of the Ahua Umi Helau to Holoaloe. The Judd road is a bad grade and it would rest with the surveyors whether it would be followed or an entirely new road built. There are stretches along the a-a where a very comfortable trail has been built and over which Mr. Shipman has, I think, driven his cattle.

Kamehameha Fifth wanted a road built over this course and it would have been done had it not been for one of his ministers. He knew that it

It is a good many years since I have been over the trails and wagon road along the route of the proposed new road. I know the plan is feasible and that the distance would be so lessened that it would be a mere nothing to take the trip from Hilo to Kailua. There are places along the line where water could be caught and stored in iron or wooden tanks so that there would be no trouble on that score. At present there are stretches of wagon roads for part of the distance, so that new roads would not have to be built all of the way.

There are two routes," said Mr. Lyman "one by the way of Pihonua and the other by the way of Kaunama, but I think the latter is the best for the other would pass through a koa forest and the amount of mud there is something alarming. Of course there would be something in selling the koa by way of compensation. The route by the way of Kaunama is almost straight as far as Kalaieha, and from that point there is a wagon road to Waimea. A short distance beyond begins what is known as Umi's trail which runs on nearly to the Judd road, which goes from this side of the Ahua Umi Helau to Holoaloe. The Judd road is a bad grade and it would rest with the surveyors whether it would be followed or an entirely new road built. There are stretches along the a-a where a very comfortable trail has been built and over which Mr. Shipman has, I think, driven his cattle.

Kamehameha Fifth wanted a road built over this course and it would have been done had it not been for one of his ministers. He knew that it

would be a good thing for the people of Hawaii to be brought in closer touch with each other and advised the building of the road, probably, because the trail at that time was used by the bird catchers and the native fisherman in taking on the can to the King. In the end, the road be built, the business Hilo would be largely increased by the products of the sheep and cattle stations being brought here for shipment. The road from Humuula to Waimea was built for the accommodation of the owners of the station so that the wool crop could be taken from there to Kawaihau for shipment. That means double handling and if it were sent in to Hilo there would only be one and the road is much shorter. I believe that successive legislatures could be prevailed upon to appropriate money for the road; material for construction can be found at any place along the route and I do not believe the cost of construction would be greater, perhaps not so great, as the average road on this island.

It is said that a rough plan of this road is being prepared with a view to presenting it to the legislature when that body convenes. The movement has the backing of the Young Men's Republican Club, that body favoring the single county idea. —Hawaii Herald.

Mr. E. Palmer of Lihue Road Board has been experimenting with crude oil on our roads. Six barrels of oil were applied to the government road on the Kapaa Flats between the four and five miles post, on July 18th and 19th, and the dust was removed from a piece of road where dust was three inches deep and then an application of oil was given a stretch 127 feet long and 12 feet wide. Then the dust removed was evenly distributed over the oiled piece of road. Then one more coat of oil was applied. The oil was put on cold and was readily absorbed by the dusty piece of road, as well as by a small piece of hard road. The hard road to which the oil was applied is very little cut up by travel, and no dust has yet appeared on it, it being as smooth and hard as asphalt. This proves that it is not necessary to put heated oil on the road in order that it may be absorbed. Still, Mr. Palmer believes the best manner of application would be to apply the oil when the road is hard and packed from rain, and allow no traffic on the oiled road for three or four days. Applying the oil to dusty road is more expensive because it takes a great deal more oil to lay the dust and make it pack. As fast as more oil can be gotten it will be applied to our roads, and it is hoped the Acting Governor will lend his ears to our earnest petitions, as we are worse off for dust than any other community on the island. —Garden Island

It is a good many years since I have been over the trails and wagon road along the route of the proposed new road. I know the plan is feasible and that the distance would be so lessened that it would be a mere nothing to take the trip from Hilo to Kailua. There are places along the line where water could be caught and stored in iron or wooden tanks so that there would be no trouble on that score. At present there are stretches of wagon roads for part of the distance, so that new roads would not have to be built all of the way.

There are two routes," said Mr. Lyman "one by the way of Pihonua and the other by the way of Kaunama, but I think the latter is the best for the other would pass through a koa forest and the amount of mud there is something alarming. Of course there would be something in selling the koa by way of compensation. The route by the way of Kaunama is almost straight as far as Kalaieha, and from that point there is a wagon road to Waimea. A short distance beyond begins what is known as Umi's trail which runs on nearly to the Judd road, which goes from this side of the Ahua Umi Helau to Holoaloe. The Judd road is a bad grade and it would rest with the surveyors whether it would be followed or an entirely new road built. There are stretches along the a-a where a very comfortable trail has been built and over which Mr. Shipman has, I think, driven his cattle.

Kamehameha Fifth wanted a road built over this course and it would have been done had it not been for one of his ministers. He knew that it

It is a good many years since I have been over the trails and wagon road along the route of the proposed new road. I know the plan is feasible and that the distance would be so lessened that it would be a mere nothing to take the trip from Hilo to Kailua. There are places along the line where water could be caught and stored in iron or wooden tanks so that there would be no trouble on that score. At present there are stretches of wagon roads for part of the distance, so that new roads would not have to be built all of the way.

There are two routes," said Mr. Lyman "one by the way of Pihonua and the other by the way of Kaunama, but I think the latter is the best for the other would pass through a koa forest and the amount of mud there is something alarming. Of course there would be something in selling the koa by way of compensation. The route by the way of Kaunama is almost straight as far as Kalaieha, and from that point there is a wagon road to Waimea. A short distance beyond begins what is known as Umi's trail which runs on nearly to the Judd road, which goes from this side of the Ahua Umi Helau to Holoaloe. The Judd road is a bad grade and it would rest with the surveyors whether it would be followed or an entirely new road built. There are stretches along the a-a where a very comfortable trail has been built and over which Mr. Shipman has, I think, driven his cattle.

The Bank of Hawaii
LIMITED.
Incorporated Under the Laws of the Republic of Hawaii.
CAPITAL.....\$600,000.00
SURPLUS.....\$200,000.00
UNDIVIDED PROFITS \$70,000.00
OFFICERS.
Chas. M. Cooke.....President
P. C. Jones.....Vice-President
C. W. Macfarlane.....2nd Vice-President
C. H. Cooke.....Cashier
F. C. Atherton.....Assistant Cashier
DIRECTORS.
Henry Waterhouse, E. D. Tenney,
J. A. McCandless, C. H. Atherton,
E. F. Bishop.
Transact a General Commercial and Savings Business.
Correspondence Solicited.

PIONEER HOTEL
FACING THE SEA
LAHAINA'S LEADING HOSTELRY.
ONE MINUTE WALK FROM BOAT LANDING
HEADQUARTERS FOR THE TRAVELLING PUBLIC
COOL AIRY ROOMS
BEST CUISINE
SPECIAL RATES BY THE WEEK OR MONTH
You make no mistake when you put up here. SAMPLE ROOM ATTACHED.
TELEPHONE FOR USE OF GUESTS
GEORGE FREELAND, Manager

THE HENRY WATERHOUSE TRUST CO. Ltd
BUYS AND SELLS—REAL ESTATE, STOCKS & BONDS
WRITES FIRE AND LIFE INSURANCE
NEGOTIATES LOANS AND MORTGAGES
SECURES INVESTMENTS
A List of High Grade Securities mailed on application
CORRESPONDENCE SOLICITED
HONOLULU, HAWAII
P. O. Box 346

SMOKE THE NEW 5 CENT CIGAR
PETE DAILEY
"The Coming Smoke for Gentlemen."
KAHULUI STORE
AGENT FOR MAUI

Time Table--Kahului Railroad Company

STATIONS	A. M.				P. M.				STATIONS	A. M.		P. M.			
	PAS.	PAS.	FREIGHT	FREIGHT	FREIGHT	PAS.	PAS.	PAS.		F & P	F & P	F & P	F & P	F & P	F & P
WAILUKU-PAIA									KAHULUI-PUUNENE						
Kahului Leave	A. M. 7.00	A. M. 8.42	A. M. 1.45	P. M. 12.00	P. M. 2.00	P. M. 3.45	P. M. 6.20	P. M. 1.20	Kahului Leave	A. M. 6.20	P. M. 1.20	P. M. 6.20	P. M. 1.20	P. M. 6.20	P. M. 1.20
Wailuku Arrive	7.12	8.54	12.00		2.12	3.57	6.35	1.35	Puunene Arrive	6.35	1.35	6.35	1.35	6.35	1.35
Wailuku Leave	7.20	9.05		12.25	2.20	4.03	6.40	1.40	Puunene Leave	6.40	1.40	6.40	1.40	6.40	1.40
Kahului Arrive	7.32	9.17		12.40	2.32	4.15	6.55	1.55	Kahului Arrive	6.55	1.55	6.55	1.55	6.55	1.55
Kahului Leave	7.35		9.40		2.35		6.55		Kahului Leave	6.55		6.55		6.55	
Sp'ville Arrive	7.47		9.55		2.47		7.00		Puunene Arrive	7.00		7.00		7.00	
Sp'ville Leave	7.50		10.10		2.50		7.05		Puunene Leave	7.05		7.05		7.05	
Paia Arrive	8.02		10.25		3.07		7.15		Kahului Arrive	7.15		7.15		7.15	
Paia Leave	8.12		10.55		3.12		7.20		Puunene Arrive	7.20		7.20		7.20	
Sp'ville Arrive	8.24		11.10		3.24		7.30		Puunene Leave	7.30		7.30		7.30	
Sp'ville Leave	8.27		11.20		3.28		7.35		Kahului Arrive	7.35		7.35		7.35	
Kahului Arrive	8.37		11.35		3.38		7.40								

Kahului Railroad Company
AGENTS FOR
ALEXANDER & BALDWIN, LTD.;—ALEXANDER & BALDWIN, Line of Sailing Vessels Between San Francisco and the Hawaiian Islands;—AMERICAN-HAWAIIAN STEAMSHIP CO.;—WILDER'S STEAMSHIP CO.
Importers and Dealers in
NORWEST and REDWOOD LUMBER in all sizes—rough and surfaced. SASH, DOORS and BLINDS, in Cedar and Redwood. CEDAR MOULDINGS and INSIDE FINISHING LUMBER, also a full line of Building Material
CORRUGATED IRON, GALVANIZED IRON, ZINC, GALVANIZED IRON PIPE, COAL TAR, CEMENT, OILS and PAINTS FENCE WIRE and STAPLES, NAILS, PITCH, OAKUM, Etc. Etc